



**OFFICER REPORT TO LOCAL COMMITTEE  
(WOKING)**

**RESPONSE TO PETITION REGARDING 'FISHWICK ISLAND'  
AT ENTRANCE TO THE TOTAL FILLING STATION A322  
BAGSHOT ROAD JUST NORTH OF 'BROOKWOOD CROSS  
ROADS' BROOKWOOD**

**7 JULY 2010**

**KEY ISSUE**

To advise the Committee of the response to a petition received at the 7 July 2010 meeting.

**SUMMARY**

**Petition urging Surrey County Council to remove the pedestrian / cycle island located just to the north of A322 Brookwood Cross Roads Brookwood.**

**The petition has in excess of 200 signatures.**

**Wording of Petition**

"We, the undersigned, wish to express our opposition to the above island. We believe that this island is a dangerous addition to an already hazardous crossroads.

We furthermore believe that the island has been introduced without proper consideration to the safety of cyclists, pedestrians or drivers and recent safety audits carried out by Brookwood residents in opposition to the island and also by SCC staff have shown that safety around this island is being compromised regularly.

We therefore respectfully request that this island be removed as soon as possible before there is a serious accident or somebody is badly injured".

## OFFICER RECOMMENDATIONS

### The Local Committee (Woking) is asked to:

- i. Agree that the pedestrian / cycle island is amended as recommended in the Road Safety Audit (Stage 3) and the traffic signals at Brookwood Cross Roads are re-phased.

## INTRODUCTION and BACKGROUND

1. The pedestrian / cycle island formed part of the improvements along the length of the Basingstoke Canal and was located on the desire line where the north side towpath is 'broken' by the A322 Bagshot Road.

## ANALYSIS AND OPTIONS

### Towpath

2. The section of canal between the A322 bridge and Hermitage Road has a towpath on both sides, however part of the Cycle Woking objective is to get more people cycling, more safely and more often and in this regard the north side of the canal connects to the residential areas of Knaphill, therefore providing an improved walking and cycling network with a connection to Brookwood railway station.
3. However, people accessing the canal on the north side at the A322 Bagshot Road bridge tended to cross on the desire line and 'wait' in the centre of the A322 at the location of where the island has been placed, rather than use the light controlled crossing further south.

### Island width

4. The new island has been installed to accommodate the length of a normal cycle, and is 1.85m wide to allow some space either side of the wheels on the island. The island has been the subject of a Road Safety Audit as part of the formal process (pre-construction) and (Stage 3 post construction) in which a number of minor recommendations have been suggested, and none recommend the removal of the island.
5. However, human geography proves that people take a 'desire line' and in this case the desire line connects the two sections of the northern towpath together, via the location of the island.

### Surrey Police

6. Surrey Police (Traffic Division) were approached on the 2 March 2010 to obtain their views on the proposed detailed scheme in which they raised no objections.
7. A Surrey Police (Traffic Division) representative was also present during the Road Safety Audit (Stage 3) and has agreed that the re-phasing of the Brookwood Traffic signals should make improvements to the traffic flows in this area.

### **Bus Movements**

8. From the surveys that have been undertaken, the buses were not unduly delayed and we have not received any adverse comments from the Bus Company regarding the installation of this island.

### **Emergency Services**

9. As in the past and as was demonstrated on 29 April 2010 during the evening peak, by an ambulance on an emergency call, the vehicle with blue lights flashing drove on the wrong side of the road past the island and through Brookwood Cross Roads on the 'wrong side' of the road and through the junction.

### **Right Turn Lane**

10. As demonstrated by Surrey County Council survey data, a maximum of six vehicles can turn right on a 'green light', additional vehicles went over on 'RED'. In the majority of cases only three vehicles are waiting in the right turn lane. Around 90% of all traffic drives through the junction and does not turn right. The right turn lane traffic flow is low.
11. What was noted from the surveys is that the 'Right Turn Lane' into Brookwood Lye Road and Connaught Road goes first, i.e. before the 'straight ahead' movements. This is not normally the case on cross road signal installations. In addition to this the southern arm 'straight ahead' movement is given 6 seconds additional time at the start of the phase over the northern arm i.e. the northern arm (where the island is located) is delayed by 6 seconds.
12. Staff within Surrey County Council (Traffic Systems) has provisionally investigated the feasibility of a re-phasing of the traffic lights at this junction and it should be noted that these are also linked to Cemetery Pales.
13. Surrey County Council have carried out one am peak and two pm peak time surveys at the northern arm of this junction including the pedestrian / cycle island. Details are attached at Annex A.

### **CONSULTATIONS**

14. The County Council policy relating to this type of infrastructure is to consult with Surrey Police only. However, we did also consult with the 'Total garage' and Woking Cycle Users Group, together with internal departments. No adverse representations have been received from the Total garage.

### **FINANCIAL IMPLICATIONS**

15. There are a number of minor recommendations contained within the Road safety Audit (Stage 3). These are estimated to cost £3,000 to implement. However, the majority of these costs are associated with the traffic

management measures required whilst working 'close' to the Brookwood Cross Roads junction.

16. There is no budget set aside to carry out these recommendations and therefore funding would need to be obtained from the Minor Improvements to the Network budget to carry out these works.
17. It has been recommended to change the phasing of the traffic signals at the Brookwood Cross Roads at a cost of up to £3,000. If this were carried out this would provide a longer phase for southbound traffic (towards Guildford/Brookwood Lye Road) and the right turn into Connaught Road would go after or during the southbound flow, where at present it does not.
17. The costs of removing the island, dropped kerbs and reinstating the carriageway and footway together with relocating signs has been estimated at £10,000. Again, the majority of these costs are within the traffic management, but this would be over two days (Saturday and Sunday).
18. In relation to the removal of the island and associated dropped kerbs etc, this has not been budgeted for during 2010/11 and funding does not exist to carry out this work at the present time.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

19. If the island remains and with amendments to the Brookwood Cross Roads carried out, this will continue to encourage people to use sustainable means of transport for short journeys (walking up to 2 km and cycling up to 5 km) and should improve traffic flows.
20. It should be noted that queues formed at this junction (northern arm) before the island was constructed and evidence suggests that drivers drove on the wrong side of the road to gain access to the right hand turn lane.
21. If the island were removed, the direct route for walkers and cyclists on the 'desire line' connecting the two sections of the northern towpath would be severed and replaced with a 'dog-leg' unattractive alternative therefore possibly reducing growth in local and leisure journeys by sustainable means. This may also lead to people crossing where the 'island was located' and standing 'unprotected' at the end of the ghost island and vulnerable to on coming traffic.

## **COMMUNITY SAFETY IMPLICATIONS**

22. There are no direct crime and disorder implications.

## **EQUALITIES IMPLICATIONS**

23. If the island were removed, the direct route for mobility-impaired people would be lost and replaced with the 'dog-leg' as mentioned in paragraph 21 above.

## **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

- 24 The recommendation is to re-phase the traffic signals and carry out the suggested recommendations contained within the Road Safety Audit report (Stage 3) at an estimated cost of up to £6,000

## **WHAT HAPPENS NEXT**

25. The suggested amendments to the island together with the re-phasing of the traffic signals at Brookwood Cross Roads will be undertaken during August / September 2010.

<b>LEAD OFFICER:</b>	Paul Fishwick Cycle Woking Programme Manager
<b>TELEPHONE NUMBER:</b>	0300 200 1003
<b>E-MAIL:</b>	Paul.fishwick@surreycc.gov.uk
<b>CONTACT OFFICER:</b>	Paul Fishwick Cycle Woking Programme Manager
<b>TELEPHONE NUMBER:</b>	0300 200 1003
<b>E-MAIL:</b>	Paul.fishwick@surreycc.gov.uk
<b>BACKGROUND PAPERS:</b>	None

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**Fishwick Island – Pedestrian/Cyclist count – 29 April 2010**

Time	Cyclists		Pedestrians	
	Adult	Child	Adult	Child
16.20 – 16.30	2	1	2	1*
16.30 – 16.45	3	-	1	-
16.45 – 17.00	-	-	1	-
17.00 – 17.15	4	-	-	-
17.15 – 17.30	4	2	-	-
Total	13	3	4	1*

\* In buggy

**Use of Toucan Crossings (Bagshot Road north arm)**

8 pedestrians, no cyclists, in one hour. 5 pedestrians (all secondary school students) crossed on a red man.

Total southbound flow (17.00 – 17.30): 310 (12 signal cycles)  
i.e. approx. 26 vehicles/signal cycle. This includes 34 right turning vehicles.

On one cycle, 7 vehicles were in the right turning lane. However, only six got through the green light.

**NOTES:**

An ambulance on call approached from the north, drove around the island on the wrong side and drove through the traffic signals on the wrong side of the road. The driver experienced no difficulties.

Right turning buses experienced no difficulties.

Survey carried out by Paul Fishwick (Surrey County Council) and John Masson (Surrey County Council).

**'Fishwick' Island – Pedestrian/Cyclist count – 6 May 2010**

Time	Cyclists		Pedestrians	
	Adult	Child	Adult	Child
1645-1700	5	-	3	-
1700-1715	5	-	2	-
1715-1730	3	-	2	-
1730-1745	1	-	1	-
Total	14	0	8	0

**Use of Toucan Crossings (Bagshot Road north arm)**

6 pedestrians, 1 cyclist, in one hour. 2 pedestrians and the cyclist crossed on a red man.

Total southbound right turn flow (1645-1715): 35 (12 signal cycles)

On one cycle, 7 vehicles were in the right turning lane. However, only six got through the green light, one vehicle went over on RED.

**NOTES:**

1715hr one vehicle drove around the wrong side of the island although vehicle in front could have moved into right turn lane and eventually did so.

1720hr first occasion queue reached 'top of ridge' but then cleared on next signal cycle.

1738hr second occasion queue reached 'top of ridge' but then cleared on next signal cycle.

1740hr third occasion queue reached 'top of ridge' but then did not clear 'top of ridge' until 1800h.

1740hr two vehicles drove around wrong side of island into right turn lane and one went through RED signal.

Right turning buses experienced no difficulties.

It was noted that a 6 second delay was encountered for southbound traffic compared to the northbound straight ahead. This is being investigated as to why this is required.

Survey carried out by Paul Fishwick (Surrey County Council) and observed by Ian Wright (Woking Cycle Users Group).

**Fishwick Island – Pedestrian/Cyclist count – 13 May 2010**

Time	Cyclists		Pedestrians	
	Adult	Child	Adult	Child
08.00 – 08.15	9	0	0	0
08.15 – 08.30	1	0	1	0
08.30 – 08.45	0	0	1	0
08.45 – 09.00	1	0	1	0
Total	11	0	3	0

Total southbound flow: (24 signal cycles)

08.00 – 08.15	144
08.15 – 08.30	148
08.30 – 08.45	138
08.45 – 09.00	142
HOURLY TOTAL	572

NOTE: Queue cleared at 08.55

Several southbound vehicles passed around wrong side of island to join right turn lane

**Use of Toucan Crossings (Bagshot Road north arm)**

9 pedestrians, 5 cyclists (2 children) in one hour 0800-0900hr.  
1 pedestrian and 1 cyclist crossed on RED man.

Total southbound right turn flow (0800-0900): 78 (12 cycles)

On two cycles, 7 vehicles were in the right turn lane, however only six got through on green, last one (in both cases) on amber/red.

**NOTES:**

0805hr one vehicle drove around island from garage access to enter right turn lane, but then went southbound.

0808hr one vehicle drove around island, started from queue over 'stream'.

0809hr one van then followed the car in same manoeuvre.

0815hr two vehicles drove around island from garage access to enter right turn lane, but then both went southbound.

0832hr Vehicle (van) drove around island from garage access to enter right turn lane, then turned right.

0840hr one vehicle turned right out of the garage into oncoming traffic, then drove into right turn lane. Then went southbound.